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**VIOLET RAYS  
 ON OUR WAYS**  
 By H. M. Alley

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 Note: This column is written with malice toward none, but with the common good of all in mind.

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 Headlines in last Sunday's press announced that at least 70 persons were killed when a racing car collided with another on the Race Track at LeMans, France, and plummeted into the grandstands. Another 75 people were seriously injured in this same disaster. And at this writing the toll is still mounting. Many people reading of this catastrophe bemoaned it as a needless sacrifice of life to the God of commercialized sport. But all such lamentations are vain and useless. Automobile Race Tracks with their contestants and fans, are as permanently established in our modern sports world as are baseball fields, football stadiums, and boxing rings with their multitudes of devotees.

\*\*\*\*  
 However there is another sphere in which the dreadful annual toll in human lives, crippled bodies and damaged property can be decidedly lowered, if all the people of our state and nation would only become duly alarmed and take the proper attitude and action toward the situation. For the startling fact we have to face is that the greatest menace to human life and safety, and the greatest killer of young and middle-aged Americans today is "The man behind the wheel

of his family automobile," driving along the nation's highways. Last year in the United States 38,000 men, women and children were killed in traffic accidents. Many of these were innocent victims of somebody's carelessness or recklessness. Extra of these who were killed outright, 2,000,000 more were injured, some of them permanently. And at the same time the financial waste and loss ran into billions of dollars. As terrible as these cold facts may sound, they cannot reveal the awful suffering and heartache in the millions of homes that were directly or indirectly involved. Mechanical skill can restore a smashed fender, and enough money can replace a wrecked automobile with a new one. But no amount of skill or means can restore the life that was lost in a traffic collision, or banish the grief from bereaved hearts and homes.

\*\*\*\*  
 Statisticians predict that at the present rate one out of every two Americans will be killed by a traffic accident during his lifetime. And backing up that dread prediction we have the following figures: In the past fifty years traffic accidents on the streets and highways of America have caused more deaths, more physical and mental disabilities and more human sorrow and suffering than has been brought about by any one of our worst diseases. During this fifty year period over one million persons died in the United States as a result of Highway accidents, a greater number than all the American soldiers killed in combat on land, sea, and in the air since the Revolutionary war!

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 It is said that mechanical and

**POETRY CORNER**

Conducted By  
 Edith Deaderick Erskine  
 SUNDAY SOLDIERS

Get up, get up for Jesus,  
 Ye soldiers of the cross,  
 A lazy Sunday morning  
 Is surely harm and less.  
 A Christian on a week-day  
 Begins his work at seven;  
 He surely could on Sunday  
 Start worship at eleven.

Ella Cable, Rt. 2, Marion.  
 (Poetry for this corner should be sent direct to Edith Deaderick Erskine, Weaver ville, N. C.)

\*\*\*\*  
 roadway defects are responsible for only 15% of highway accidents, while the man behind the wheel is accountable for the remaining 85%. So it seems that more attention must be given to the "Nut" behind the steering wheel than to all the other nuts on a car, or to all the ruts and bumps on the roadways. By some means or other it must be impressed upon everyone who drives that he is directly and indirectly responsible, not only for those who may be riding in the same car with him, but for all others who are driving and riding on the same street or roadway. And a driver who cannot or who will not adopt this attitude and accept this responsibility on due examination and instruction should be denied the privilege of operating a motor vehicle on the highways either for business or pleasure.

\*\*\*\*  
 Standing at the head of the four greatest causes of highway accidents is SPEED. Too many drivers are not satisfied in keeping up with the Joneses,

**NOTICE**

Dr. William Gladden will be out of town on Wednesday, June 22nd.

but are determined to pass them, even on hills and curves. They even seem to think it smart to pass another car when there is the smallest margin of room or space. Others, particularly the so-called young squirts, seem to think the highways were built especially for them to race their cars on. Alas! How many of these fail to live long enough to learn better sense!

\*\*\*\*  
 Education direct and specific must be emphasized in the schools, homes, churches, and everywhere else against this awful destruction of life, health and property on the highways. A course in Courtesy On The Highways should become a required part of every school's curriculum. It would also make a mighty good and practical theme for an occasional message from the pulpits of the land. Surely preachers should join wholeheartedly in every effort to limit and curtail the deplorable record of highway accidents and fatalities. Man! What a text would the "Golden Rule" be for a sermon on this situation. Or the preacher could go back to the decalogue or Ten Commandments and find at least two good texts for a sermon on observance of Highway Safety Rules. For instance: "THOU SHALT NOT KILL." Or "THOU SHALT NOT COVET." (i. e. "Thou shalt not covet thy neighbor's side of the road, nor the pedestrian's right-of-way, nor the speed of thy neighbor's car, nor his life, nor the lives of his friends or family within his car.")—'Nuff Sed.

**GOSPEL SINGING AT CANE RIVER BAPTIST CHURCH**

Edd Ball, Gospel Singer of Radio Station WISE, in Asheville, will be at the Cane River Baptist Church in Yancey County, Sunday night, June 19th at 8:00 p. m.

Appearing on this program will be, The Gospel Five of Asheville. Mr. Slim Jamerson and his Gospel Singers of Hendersonville, and the West Asheville Trio, with Mr. Eddie McGlamery.

Every one is invited to attend.

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**DEYTON FARM SUPPLY**  
 Yancey County  
**CHECKERBOARD NEWS**  
 by  
 Os Deyton and Royce Lee Howell

One of the newer and better insecticides is a chemical by the name of Molothion. Purina has two products for fly control around barns which contain Molothion and they both do a wonderful job. The first of these and the one most commonly used is "Fly Bait" and it is used dry by sprinkling on floor, litter, or ground areas where flies congregate. Ideal baiting sites are around doorways, feeding rooms, and window sills. This material is crystalline form, purple in color when fresh, and loses its purple color as the killing power diminishes.

The other product is "Building Spray" and is for spraying wall surfaces, etc. It gives best results when a small amount of syrup is mixed in the spray mixture. This attracts flies and kills an enormous number of them.

Either of these products kills flies at their source and that is the place they should be killed. It takes very little time to control them if the right methods are used.

**Grass Fattening More Profitable**  
 Whenever good pasture is available, it is very profitable to put most weight on cattle with roughages. Grass is usually the lowest cost roughage; but grasses, hays, and silage should be properly supplemented to get maximum utilization in the rumen.

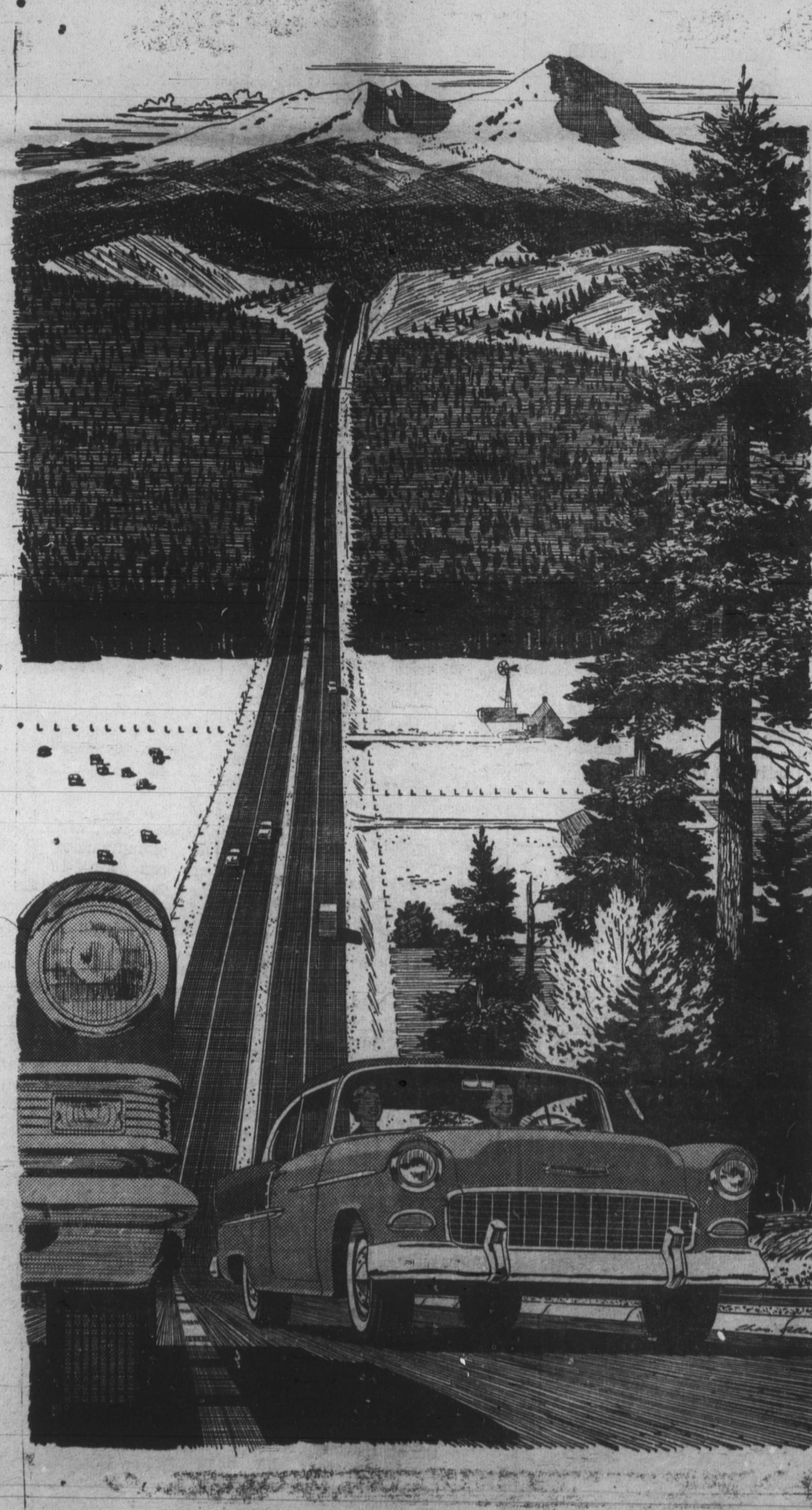
Thousands of cattlemen have found a small amount of grass fed with one pound of Purina

Range Checkers daily per head along with lush pasture will produce heavier gains at lower cost than will pasture alone. As the season progresses and pasture becomes drier, it is a good idea to increase the amount of grain and Checkers to keep cattle gaining and finishing.

**Tests Prove It!**  
 In a recent feeding-on-grass demonstration, steers fed Range Checkers returned a labor profit of \$25.35 each. The grass-fed steers returned only \$7.67 per steer. This means that pasture was sold for \$12.50 more per acre by using Range Checkers. Ask for suggestions about grass feeding.

**Market Men Prefer Creep-Fed Calves**  
 Figures show that creep-fed calves top market after market. Market men say, "Cattle raisers should understand that by creep feeding they can have more weight to sell, their calves will grade higher, and by selling before the market glut, they'll get a better price. Our supply of better-quality calves never equals demand."

Purina's creep feeding rations are the result of feeding more than 3,000 cattle in research and ranch demonstrations that date back to 1933. When you choose a Purina ration for your calves, this feeding experience is one of the extras you get. Ask us to help you work out an approved Purina ration.



**Chevrolet's special hill-flatteners!**

**162 HP V8**  
**180 HP V8**

See that fine fat mountain yonder? You can iron it out, flat as a flounder . . . and easy as whistling! Just point one of Chevrolet's special hill-flatteners at it (either the 162-h.p. "Turbo-Fire V8" or the 180-h.p. "Super Turbo-Fire") . . . and pull the trigger!

**Barr-r-r-o-o-o-o-o!**  
 Mister, you got you a flat mountain! . . . At least it feels flat. For these Chevrolet V8's gobble up the toughest grades you can ladle out. And holler for more. They love to climb, because that's just about the only time the throttle ever comes near the floorboard.

And that's a pity. For here are engines that sing as sweetly as a dynamo . . . built to pour out a torrent of pure, vibrationless power. Big-bore V8's with the shortest stroke in the industry, designed to gulp huge breaths of fresh air and transmute it into blazing acceleration.

So most of the time they loaf. Even at the speed limit they just dream along, light and easy as a zephyr, purring out an effortless fraction of their strength.

An engineer instantly understands why these V8's are so hyper-efficient . . . how friction is held so low they need just four quarts of oil instead of the usual five or more . . . how big valves let them "breathe" deeply for maximum power.

But you don't have to be an engineer to know that these are the sweetest running V8's you ever piloted. Just come in, slip behind the wheel, and point the nose at the nearest hill. These V8's can do their own talking . . . and nobody argues with them!

**CHEVROLET**

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